

Article 14: Mission Valley Planned District

(*“Mission Valley Planned District” added 3-27-2007 by O-19601 N.S.;
effective 4-26-2007.*)

Division 4: General and Supplemental Regulations

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effective 4-26-2007.*)

§1514.0401 Purpose of Special Regulations

These special regulations apply to all development proposals subject to review under the Mission Valley Planned District Ordinance. The purpose of these regulations is to supplement the regulations of the underlying zones and subdistricts, in order to focus on the circulation system elements of private and public development projects; site and building design features that affect public views; and signage.

(*“Purpose of Special Regulations” added 3-27-2007 by O-19601 N.S.;
effective 4-26-2007.*)

§1514.0402 Landscaping

- (a) Where not otherwise noted, the regulations of Land Development Code Chapter 14, Article 2, Division 4 (Landscape Regulations) apply and constitute the minimum landscape requirements.
- (b) Sidewalks/Parkways
 - (1) Pedestrian sidewalks separated from the street by landscaped parkways shall be provided in relation to street classification as shown on the following table. The decision maker reviewing the project may permit the widths of the parkway and sidewalk to meander and/or occasionally diminish to accommodate bus stops, transformer boxes, or other site constraints. In some cases, additional dedication of public right-of-way may be required to meet these requirements.
 - (2) The placing of signs, utilities and other public facilities shall be done in a manner so as to provide the clear unobstructed corridor sidewalk width and parkway design as required by the Mission Valley Planned District Ordinance.
 - (3) The criteria established in the Mission Valley Planned District Ordinance supersede the criteria of the Street Design Manual of the Land Development Manual.

Table 1514-04A
Sidewalks and Parkways

Community Plan Street Classification	Minimum Average Widths
Majors and Arterials	10 ft. clear corridor sidewalk 8 ft. landscaped parkway
3- and 4- lane collectors	8 ft. clear corridor sidewalk 6 ft. landscaped parkway
2- lane collectors and streets of lesser width	6 ft. clear corridor sidewalk 5 ft. landscaped parkway

- (d) Exceptions: When safety considerations or existing infrastructure within the public right-of-way of a street that is built in conformance with the adopted community plan street classification does not allow for the provision of street trees adjacent to a curb, trees may be provided adjacent to the sidewalk on the site. The required clear corridor width shall be provided in all cases.
(“Landscaping” added 3-27-2007 by O-19601 N.S.; effective 4-26-2007.)

§1514.0403 Parking and Circulation System

(a) Vehicular Use Area

(1) Surface Parking

- (A) Pedestrian Access - safe, usable pedestrian pathways shall be provided through parking areas to building entrances.
- (B) Driveway widths shall be in conformance with Land Development Code Section 142.0560(j).

(2) Structured Parking

Parking structures shall be in conformance with Land Development Code Section 142.0560(k).

(b) Bicycle Parking Facilities

Bicycle parking facilities and lockers shall be provided in accordance with Land Development Code Sections 142.0525 and 142.0530.

(c) Public Access Easement

A pedestrian public access easement shall be provided through projects that are greater than 4 acres in size. These easements should provide links between public roads, high activity centers, recreational areas and transit corridors.

(d) **Off-Street Freight Loading Spaces Required**

- (1) In order to avoid loss of required off-street parking spaces and ensure that traffic flow is not disrupted by freight carrying vehicles blocking the public street; off-street loading spaces are required as stated in Table 1514-04B.
- (2) Each required off-street loading space shall have a minimum length of 35 feet, a minimum width of 12 feet, and a vertical clearance of 14 feet, including entrances and exits. All off-street loading areas shall be screened from the public right-of-way or treated with landscape, hardscape or structural elements designed to create a visual amenity.
- (3) Requirements for two or more uses on the same site shall be the sum of the requirements for each use computed separately. These requirements may be reduced when required loading areas can be shared among uses.

Table 1514-04B
Off-Street Loading Spaces

Use Classification	Gross Floor Area of Structure or Use (sq. ft.)	Spaces Required
Offices; Banks and Savings and Loans	0-50,000 Over 50,000	0 0.1 space per 10,000 S.F. of gross floor area
Retail Sales	0-10,000	0
Eating and Drinking Establishments	10,001-30,000 30,000-50,000 2 over 50,000	1 2 1 space per 25,000 S.F.
Wholesaling	0-10,000	0
Distribution and Storage; Industry	10,001-50,000 Over 50,000	1 0.21 spaces per Industry 10,000 S.F. of gross floor area
Hotels	0-40,000 over 40,000	1 0.1 space per 10,000 S.F. of gross floor area
Multi-Family Residential and all other uses not included above	0-100,000 100,001-200,000 200,001-500,000 More than 500,000	0 1 2 3 - Plus 1 space for each additional 400,000 S.F.

(e) Transit Right-of-Way

- (1) Reservations and/or dedications of rights-of-way for light rail transit (LRT) lines shall conform to the dimensions and geometric design criteria outlined in the Metropolitan Transit Development Board (MTDB) standards, including a 35-foot right-of-way for two tracks on level ground, plus up to 25 additional feet of width at station areas. The reservation of such right-of-way constitutes an irrevocable offer to dedicate, at no cost, when so requested by the City or MTDB.
- (2) Developers of land, which include light rail transit (LRT) projects designated by MTDB, will be required to reserve and/or dedicate, at no cost to the City or MTDB, all necessary rights-of-way for the alignment and any required stations. Additionally, they will be required to contribute the equivalent cost of construction of a facility and stations, exclusive of LRT vehicles. Furthermore, they will be required to agree to not oppose and to participate in the formation of any special assessment district formed for the purpose of providing funds for the construction of an LRT system. Payment of construction costs should occur prior to issuance of any building permits.
- (3) The provision of transit right-of-way will complement funding available through the San Diego Transportation Improvement Program (Proposition A) and the Mission Valley Public Facilities Financing Plan. In addition, and only if needed to supplement the above LRT financing programs, an assessment district to fund LRT construction may be considered. Any such assessment district will include the following provisions:
 - (A) A cost-benefit study shall be prepared which shall give credit to previous developments which have made contractual commitments to the LRT, including land dedications and contributions to LRT construction.
 - (B) Any property-owner who wishes to make a right-of-way dedication or LRT construction contribution in lieu of an assessment or portion of an assessment may do so.

(f) "People Mover" System

A "people mover" system will be put in place on the east and west side of the valley to help alleviate congestion on the surface street system. The cost of a people mover system shall be included in the Mission Valley Financing Plan. (*"Parking and Circulation System" added 3-27-2007 by O-19601 N.S.; effective 4-26-2007.*)

§1514.0404 Supplemental Design Requirements

(a) Height

- (1) North of Interstate 8 and south of Friars Road, buildings shall not exceed 250-feet in height.
- (2) South of Interstate 8 - see Section 1514.0303(c)(1).

(b) Reflectivity

- (1) Discretionary projects: Reflective material should not be used in a way which causes a traffic hazard, diminishes the quality of riparian habitat, or reduces the enjoyment of public open space.
- (2) Ministerial projects: No more than 50 percent of any single elevation of a building's exterior may be constituted of material with a light reflectivity greater than 30 percent, except as noted in Section 1514.0302(h) - River Subdistrict.

(c) Roof Treatment

- (1) All new structures or enlargements shall have no single flat roof element (less than 10 percent in slope) constitute more than 40 percent of the building's coverage. Separate flat roof elements must be differentiated by an elevation of at least 5 feet; OR
- (2) At least 40 percent of the flat roof element shall be designed structurally and architecturally to accommodate outdoor activities; OR
- (3) The flat roof element shall be designed as an architectural/landscape amenity to enhance the views from the proposed structure or adjacent structures. Such enhancement may consider roof gardens, architectural features, special pavings and patterns or other comparable treatment.
- (4) Parking Structure Roof Treatment- See Section 1514.0403(a)(2).

(“Supplemental Design Requirements” added 3-27-2007 by O-19601 N.S.; effective 4-26-2007.)

§1514.0405 Enclosures

- (a) Mechanical Equipment - no utility equipment, mechanical equipment, tank, duct, elevator enclosure, cooling tower, or mechanical ventilator shall be erected, constructed, maintained, or altered anywhere on the premises unless

all such equipment and appurtenances are contained within a completely enclosed penthouse or other portion of a building having walls or visual screening with construction and appearance similar to the main building. Other methods of screening and/or visually blending mechanical equipment with the appearance of the main building shall be considered through the processing of a discretionary permit.

- (b) Fence and Wall- applicable fence and wall regulations are contained in Land Development Code Chapter 14, Article 2, Division 3 (Fence Regulations).
(“Enclosures” added 3-27-2007 by O-19601 N.S.; effective 4-26-2007.)

§1514.0406 Signage

Land Development Code Chapter 12, Article 9, Division 8 (Sign Permit Procedures) and Chapter 14, Article 2, Division 12 (Sign Regulations) apply except as stated below:

- (a) Sign plans shall be a required element of Mission Valley Development Permit application submittals.
- (b) River Subdistrict - see Section 1514.0302(j).
- (c) Hillside Subdistrict - see Section 1514.0303(c)(4).
- (d) High Rise Sign Guidelines
- (1) No portion of a sign shall be located more than 65 feet above the elevation of the sidewalk at the street property line closest to the sign except as specified below.
- (2) Signage may be used on the upper portion of the building provided that it does not exceed the square foot standards listed below in relationship to building height and is designed to be an integral element in the exterior treatment of the building, and does not occur on any two adjacent facades.

Table 1514-04C
Maximum Sign Area for High Rise

Building Height	Maximum Sign Area
65 - 119 feet	50 square feet
120 - 199 feet	75 square feet
200 + feet	100 square feet

- (e) Directional Signage. All residential and commercial office establishments shall provide a maximum 2-foot high ground mounted sign located within the street yard setback within 5 feet of the driveway entrance, with maximum 6-inch high characters intended solely for the purpose of street address identification. This signage will not be calculated against permitted signage allowed under the Land Development Code.
- (f) Roof signs shall not be permitted anywhere within the Mission Valley Planned District Ordinance area.
- (g) Residential Signage - see Section 1514.0304(k).
- (h) Automobile Dealerships. Automobile dealerships may utilize ground signs not exceeding 50 feet in height.
(*"Signage" added 3-27-2007 by O-19601 N.S.; effective 4-26-2007.*)

§1514.0407 Lighting

Any artificial lighting shall be directed or shaded so as not to fall onto adjacent properties not held in the same ownership.

(*"Lighting" added 3-27-2007 by O-19601 N.S.; effective 4-26-2007.*)

§1514.0408 Guidelines for Discretionary Review

- (a) Provide gradual transitions in scale from open areas and low density development to higher density development through graduated building setback and stepback requirements. Avoid forming view restricting walls of development.
- (b) Building height, spacing and bulk should be designed to create landscaped see-through areas from projects to community landmarks and open space features (see Appendix B, Figure 6 and Appendix E).
- (c) Incorporate crime inhibiting design principles into project design.
- (d) Incorporate employee services (restaurants, cleaners, showers etc.) into developments.
- (e) Cluster neighborhood commercial uses near residential developments.
- (f) Locate project open space and recreational areas to maximize that land area of, and facilitate access to community resources such as the San Diego River and light rail transit line.

- (g) Long term maintenance for all vegetation should be provided in accordance with adopted City-wide landscape standards.
- (h) Roofs should be designed to enclose mechanical equipment and to be used for recreational, retail, or restaurant uses.
- (i) Transportation
 - (1) Site circulation elements to reduce conflicts between pedestrians, bicycles, transit uses and vehicles.
 - (2) Provide landscaped medians along major east- west streets in accordance with Land Development Code Chapter 14, Article 2, Division 4 (Landscape Regulations).
 - (3) Provide theme street tree plantings.
 - (4) Include pedestrian amenities on local streets.
 - (5) Implement transportation demand management techniques such as employer subsidization of transit passes and van pools, employee flex-time, and preferential parking for car pools to reduce reliance on the single occupant motor vehicle.
- (j) Public Transit
 - (1) Locate transit stops to maximize access and optimize transit service and pedestrian and bikeway connections. Where located near cross-roads and major activity centers, stops should be at one-quarter mile intervals.
 - (2) Design transit stops to be attractive, highly visible and provide shelter. Transit stop design and location should be acceptable to MTDB.
 - (3) Include transit shelters, bicycle parking facilities, canopies, patterned sidewalks, information kiosks, benches and other pedestrian amenities in developments located along transit corridors. Enhanced transit shelters are desirable.
 - (4) Design buildings to allow for internal Light Rail Transit passage and stations.
 - (5) Provide a 35-foot right-of-way for the adopted MTDB LRT alignment without encroaching into wetland buffer areas. Where intrusion

cannot be avoided, increase the landscaped buffer area and mitigate the wetlands loss in accordance with the Wetlands Management Plan.

(k) Parking Areas

- (1) Provide consolidated parking areas by creating special parking districts.
- (2) Permit and encourage shared parking areas.
- (3) Minimize driveways along primary arterials and major streets through parking facility design and the use of lower classification streets for access.
- (4) Provide safe, convenient and pleasant pedestrian passages within, to and from parking areas.
- (5) Landscape parking areas with long lived, round headed trees that have a mature height and spread of at least 30 feet, screening hedges and shrubs, and mounding around the edges. Turf areas should be minimized. The adopted city-wide landscape regulations should be used as a minimum standard.
- (6) Use trees and plants as the dominant elements of major project entries.
- (7) Screen parking areas with berms and landscaping.
- (8) Patterned paving may be substituted for part of the living landscaping requirement.
- (9) A minimum 10 percent of the parking lot area should be landscaped.

(l) Bicycle Facilities

- (1) Provide secure bicycle parking at activity areas, transit stops, commercial areas and sports/ recreational facilities.
- (2) Bicycle parking facilities should include both bicycle racks and bicycle lockers. Bicycle lockers should be provided for employees arriving by bicycle at major activity centers.
- (3) Bicycle parking facilities should be located close to the entrance of the activity center.

- (4) Bikeways should have a minimum 25-foot tangent section between reversing curves.
 - (5) Bikeways should be well identified by bikeway signs.
- (m) Pedestrian Circulation
 - (1) Convert street space to wider sidewalks, landscaped strips, and sitting areas where pedestrian traffic is high.
 - (2) Sharply delineate walkways from traffic areas, using grade separations between high activity areas that minimize stairs or pedestrian ramps. For example, pedestrian bridges or tunnels could be used to connect activity areas across high speed, high volume streets and skyways could be constructed between buildings.
 - (3) Provide pedestrian amenities such as public plazas, canopies, patterned sidewalks, information kiosks, benches and adequate lighting along sidewalks and pedestrian paths through and between developments located along transit corridors.
 - (4) Locate tall, canopied trees adjacent to the curb, between the street and sidewalk, in accordance with Land Development Code Chapter 14, Article 2, Division 4 (Landscape Regulations).
 - (5) Projects should front on the public street and provide pedestrian access from the street.
 - (6) Provide safe routes between and through the interior of developments. Routes should be: separated from vehicular traffic, and distinguished by paving, slopes, landscaping, retail uses, public events, food sales, public art, sitting areas and adequate lighting.
 - (7) Where safety considerations permit, identify pedestrian crossings of low volume, low speed streets or parking lots through special paving and design materials.
 - (8) Incorporate handicapped access into design.
 - (9) Link project pedestrian areas to the community open space network.
 - (10) Use spaces underneath freeways for transit stops, pedestrian areas, park space or public art areas.

(n) Community Facilities

- (1) Maximize community use of school sites and other public facilities through pedestrian paths, shuttle services and other linkages from adjacent developments.
- (2) Require increased transit use such as implementation of a stadium operated shuttle service linking the stadium to hotels and activity centers concurrent with stadium expansion. Any expansion or addition of stadium commercial activities should comply with DID limitations.
- (3) Retain publicly owned properties for needed public facilities until all community needs are met.

(o) Noise

- (1) Separate development from freeways and busy roads through walls and/or landscaped berms. Wall design should incorporate landscaping materials and sculptural forms.
- (2) Buffer residential development from noise with setbacks or elevation differences.

(p) Water

- (1) Public and private developments should use recycled water and install water saving devices, where practical.
- (2) Control surface runoff by promptly planting disturbed sites with ground cover vegetation, and incorporating sedimentation ponds into flood control or runoff control facilities. Long term maintenance for all vegetation should be provided.
- (3) Preserve water by utilizing native, drought resistant vegetation for project landscaping in a manner consistent with the adopted city-wide landscape regulations.
- (4) Use water from the City's water reclamation project for irrigation.
- (5) Implement Department of Water Resources conservation and reclamation recommendations in development projects.

(q) Energy

- (1) Cluster buildings to use a common heating/ cooling source.
- (2) Design buildings to allow for flow-through ventilation.
- (3) Use building materials which will act as insulators or conductors, depending on energy needs.
- (4) Use architecture, materials and site planning to minimize energy use to maximize use of solar energy and to avoid casting shadows on existing buildings and public plazas. New structures should be designed so that no more than 50 percent of the area of a sidewalk, existing building, or public plaza should be shaded by the new structure for more than one hour between 11 a.m. and 2 p.m. to the extent feasible.

(r) Cultural and Heritage Resources

- (1) Permit flexibility in the location of cultural facilities and organizations in Mission Valley.
- (2) Locate neighborhood-oriented religious facilities in residential areas and regional-oriented religious facilities outside residential areas.
- (3) During the environmental review process identify all archaeological, historical geological and paleontological sites and artifacts. Significant resources should be protected, preserved or salvaged.
- (4) Retain the historic location and character of the San Diego Mission and its associated uses.

(s) Landmarks

- (1) Provide view corridors to identified community landmarks through conditions of approval in specific plans and planned development permits.
- (2) New development should complement and respect views of landmarks and community entrance areas. The freeways in particular are gateways which should provide a clear view into and through the community. New development located in community entrance areas should be designed to enhance these areas and should be reviewed for architectural style, building mass, landscaping and color.

- (3) Development near the Mission should be low in scale and complimentary to the Spanish period architecture.
 - (4) Projects adjacent to the Jack Schrade Bridge should respect related orientation, proportion and views.
 - (5) New developments may create landmarks through the development of vertical building elements.
- (t) Signage
- (1) Signs and street graphics should complement the overall urban design goals for the community.
 - (2) Signage for adjacent developments should be compatible and not attempt to "out-shout" each other.
 - (3) Signage should complement the architectural design of buildings and developments.
 - (4) High-rise buildings should be identified by symbols and graphic designs rather than by full building width lettering.

(“Guidelines for Discretionary Review” added 3-27-2007 by O-19601 N.S.; effective 4-26-2007.)